

**WESTMINSTER TRAFFIC COMMISSION MINUTES  
OF REGULAR MEETING  
June 30, 2009**

**CALL TO ORDER** A regular meeting of the Westminster Traffic Commission was called to order by Chairman Hamade on Tuesday, June 30, 2009, at 6:15 p.m. at the City Council Chambers, 8200 Westminster Boulevard, Westminster, California.

**SALUTE TO FLAG** Commissioner Robbins led the members of the audience in the Salute to the Flag.

**ROLL CALL** Commissioners Present: Hamade, Cruz, Robbins, Fisher, Nguyen.  
  
Commissioners Absent: None

**STAFF PRESENT** Adolfo Ozaeta, Associate Civil Engineer; Sergeant Mark Nye, Westminster Police Department; Veronica Johnson, Secretary

**APPROVAL OF MINUTES** The minutes of the Traffic Commission's regular meeting of April 28, 2009 and May 26, 2009 were approved. (5-0)

**ITEMS TO BE CONSIDERED** The only item to be considered at this evening's meeting was T.C. 75-100, a request to install parking restrictions on the north side of 21<sup>st</sup> Street at Chestnut Street.

**T.C. 75-100  
21<sup>st</sup> and Chestnut** Mr. Ozaeta informed the Commission that staff had received a written request from Ms. Gayle Johnson (13612 Chestnut Street) to investigate sight visibility concerns at the subject intersection.  
  
Using Exhibit A, Mr. Ozaeta described the subject location. Staff informed the Commission that they are focusing on the west side due to the slight curvature of the road on 21<sup>st</sup> Street and not considering any restrictions on the east side. Using the 5-second corner sight analysis, a total of 106 feet of parking would need to be eliminated. Mr. Ozaeta advised the Commission that they may want to consider an interim approach and only remove the first segment of parking, which is 58 feet. Drivers would stop at the limit line and roll out to a safe, comfortable distance. The 58 feet would suffice. The location that would be most impacted, 13731 Chestnut, whose front entrance is on Chestnut, would be losing parking adjacent

to their home but would still have parking in front on their home. The elimination of on-street parking may cause a burden to the multi-family dwelling units on 21<sup>st</sup> Street.

Mr. Ozaeta explained that staff had driven the area and looked at traffic collision history reports. At this location, there have been two accidents at the subject intersection since 2005. The contributing factor in both accidents was driving under the influence.

## **STAFF'S RECOMMENDATION**

Staff recommended that the parking restrictions be installed on the north side of 21<sup>st</sup> Street at Chestnut Street.

Chairman Hamade opened this item up for discussion.

The following people spoke in favor of the proposed parking restrictions:

Gayle Johnson (13612 Chestnut Street) – stated that safety enhancement was needed at this intersection. Ms. Johnson informed the Commission that there was an accident about three weeks ago involving a cyclist and a motorist due to sight visibility. Ms. Johnson requested a speed trailer be placed on Chestnut Street to remind the speeders to slow down.

Jessie Edwards (13731 Chestnut Street) – recommended that the Commission consider the additional 48 feet of parking restrictions. Ms. Edwards stated that she has witnessed vehicles spinning out during rainy weather and has seen vehicles stacked at the intersection waiting for a safe time to pull out. Ms. Edwards suggested speed bumps, a stop sign, repainting the striping in the road, and informed the Commission that the area was used for DMV testing. The apartments have ample parking and do not need to park in front of her home.

William Hogan (13621 Chestnut Street) – explained that there is a lot of traffic and speeding on Chestnut Street due to parents taking their children to school.

Anthony Guillory (13581 Chestnut Street) – added to the previous comments that unlike other intersections, vehicles exiting Chestnut Street must make sure the traffic on their right is clear before pulling out.

Ron Jones (13612 Chestnut Street) – suggested installing parking restrictions on the northeast side of Chestnut as well. The visibility would be improved with restrictions on the east

and west side. Mr. Jones added that there have been accidents at the intersection but have not been reported.

Mr. Ozaeta informed that Commission that staff had received two phone calls regarding the subject matter. Mr. Gullo (apartment owner on 21<sup>st</sup> Street) stated that too much parking was being considered for removal and the City should trim the trees and shrubbery prior to removing any parking; and Charles Barker (13702 Chestnut) stated his opposition to the proposed restrictions because he felt it would relocating those vehicles onto Chestnut Street.

Commissioner Robbins commented that while driving the area he had to speed up at the intersection while turning onto 21<sup>st</sup> Street in order to avoid being rear ended. He was in favor of installing 58 feet of parking restrictions and leaving the 48 feet.

Vice Chairman Fisher stated she had driven the area and agrees that there is a sight visibility issue at the intersection. She agrees with proposing 58 feet of parking restrictions and revisiting the area at a later time if the issue is not resolved because parking is so valuable in the City.

Commissioner Cruz asked if there was something that staff could do to increase the visibility of the street sign to reduce the risk of cars being rear ended. Mr. Ozaeta responded that the Corporation Yard is currently increasing the font of all the residential signs, he will ask if there is a need to relocate the sign or if a new one needs to be ordered.

Commissioner Robbins questioned the striping in the area. Mr. Ozaeta suggested restriping the segment between Cherry and Chestnut with a single solid yellow line, clearly identifying it as a "no passing" zone. A double yellow would start to encroach on the driving area. Mr. Ozaeta further added in regards to raised pavement markers or reflectors, the problem is that people are likely to drive over them and the residents would experience noise issues. Staff will do the striping for now and keep it refreshed.

Chairman Hamade stated that he was also in favor of the 58 feet of parking restrictions and revisiting the area in three to six months.

## **MOTION**

Chairman Hamade moved to install 58 feet of parking restrictions on the north side of 21<sup>st</sup> Street at Chestnut Street; seconded by Vice Chairman Fisher.

## **VOTE**

The motion carried by a 5-0 vote.

06-30-09-3

Discussion ensued over flashing beacons. Sergeant Nye commented that a speed trailer would be placed in the area to derail speeding.

#### **NEW BUSINESS**

There were no "New Business" items presented to the Commission at tonight's meeting.

#### **OLD BUSINESS**

There were no "Old Business" items presented to the Commission at tonight's meeting.

#### **INFORMATION AND REPORTS**

There were no "Information and Reports" presented to the Commission at tonight's meeting.

#### **ORAL COMMUNICATIONS**

Rodney Kimura, 13241 Chestnut Street, addressed the Commission regarding speeding problems on Chestnut Street. Mr. Kimura stated he has been trying to resolve the speeding issue for some time and that he had requested speed humps to slow down speeders, but was denied. Sergeant Nye commented that patrol officers had worked the area on numerous occasions. Mr. Kimura questioned the City's use of funds to improve City streets and intersections.

Chairman Hamade responded that speed humps could not be installed throughout the City due to a request from the Fire Department. Speed humps would slow down life saving vehicles. Chairman Hamade suggested that Mr. Kimura put his concerns in writing and discuss them with Mr. Ozaeta.

Mr. Ozaeta responded that he and the Sergeant had done all they can for Mr. Kimura. Mr. Ozaeta explained the process of receiving letters from residents. Staff responds to the letter when it is received and the issue is investigated. The investigation does not mean that the item is brought to the Traffic Commission. Staff will in turn respond to the resident via letter or phone and inform them of the findings.

Mr. Ozaeta further explained that if the City were to install speed humps, they would install the standard speed hump that is installed nationwide. It would have to be signed appropriately and have the appropriate pavement markings. Orange County Fire Authority has requested a moratorium on installing speed humps because their studies have shown that the response times are diminished when Cities install speed humps. If the City installs speed humps on one street, other streets with more traffic and more accidents are more justified to receive speed humps.

Mr. Ozaeta addressed Mr. Kimura's concern about street improvements and how they are justified. The funds for paving the streets come out of the redevelopment fund. The redevelopment fund has a list of items that can be done with that money, such as repaving a street. Improvements, such as the signal on Edwards and Trask, take quite a while to come about and they need to be budgeted for. The Mayor remembers petitioning for the signal 15 years ago.

Sergeant Nye stated that the only street in the City that has speed humps is Vermont. His personal experience when responding to a call, is that it does slow down the response time and it tends to lead to speeding in between the speed humps to make up for the lost time. Sergeant Nye continued that there are several streets in the City that complain about speed. Various enforcement efforts include placing a speed trailer on the street, radar enforcement, and installing speed limit signs. The Police Department does all they can, but they do not have the personnel to work radar all the time on one street. Sergeant Nye said that he would place an officer on Chestnut to work radar enforcement. He went on further to state that he did not believe speed humps or additional stop signs would prevent the speeding.

Mr. Kimura commented that the speed humps would at least slow down the speeders.

## **WRITTEN COMMUNICATIONS**

Mr. Ozaeta informed the Commission that they had received a copy of staff's written response to Mr. Jim Miller, from 15161 Jackson Street. Mr. Miller had requested a marked crosswalk at the intersection Olive and Plaza Street in front of Blessed Sacrament Church. Plaza is currently stop controlled. Staff attached a flyer explaining when crosswalks should be used in the letter. Mr. Ozaeta explained that studies show that there are more accidents at a marked crosswalk than when it is not marked. There is a false sense of security that comes with the markings. Vehicles are unable to stop as quickly as a pedestrian when a pedestrian steps out in front of them.

Sergeant Nye added that the theory that pedestrians always have the right of way is false. A vehicle that is close enough to cause a hazard has the right of way to the road. If the vehicle is already in the roadway, the pedestrian must yield to the vehicle. If the pedestrian is already in the roadway as the vehicle approaches, the vehicle must yield to the pedestrian.

Vice Chairman pointed out that there is currently a marked crosswalk in the area and she has almost been struck in the

crosswalk. She concurs that it does provide a false sense of security.

**ITEMS COMMISSIONERS/  
STAFF MAY WISH TO  
DISCUSS**

Mr. Ozaeta informed the Commission of President Obama's Economic Recovery Act and how much of it ended up in Westminster and what Westminster is doing with it. Mr. Ozaeta passed out a breakdown of the distribution of funds to the Commission. The amount of money that came to Orange County was \$32,718,000.00. This is money to be used for projects that were ready to go and could be executed in a timely manner. Every city received a portion of the County's share proportionate to population. Westminster's portion was \$813,000.00. The funds are going to be allocated to improving Brookhurst Street.

Vice Chairman Fisher expressed her gratitude for the booklets received by the City Clerk's office.

Commissioner Cruz asked about the project of Newland. Mr. Ozaeta informed the Commission that this project was a Garden Grove project. It will affect Newland from Middletown to Yockey. Staff is going to work with the contractor to make sure there is always a safe crosswalk for the children crossing to and from school. Newland will be down to one lane for a period of time, and no lefts will be allowed. Staff will adjust the timing at Newland and Westminster to allow for more time for traffic to flow. The project was supposed to commence during the summer, but Garden Grove did not receive the funding in time.

**ADJOURNMENT**

There being no further business to come before the Commission at this time, the meeting was adjourned at 7:19p.m.

Respectfully Submitted,

Marwan Youssef  
Public Works Director/City Engineer

  
By: Veronica Johnson, Secretary